

Transport and Environment Committee

10.00am, Tuesday, 30 August 2016

Proposal to Introduce Traffic Calming Measures on Viewfield Road and Muirend Avenue

Item number	8.6
Report number	
Executive/routine	
Ward	2 - Pentland Hills

Executive Summary

Concerns were raised to the South West Locality Roads Team by local residents about traffic volumes and driver behaviour in Viewfield Road and Muirend Avenue. These concerns were supported by the Juniper Green Community Council and local Elected Members. A consultation was subsequently undertaken to gather the views of all residents on the proposed introduction of traffic calming measures on these streets.

The report summarises the responses to the traffic calming consultation and sets out a proposal to introduce traffic calming measures.

Links

Coalition Pledges	P33
Council Priorities	CP4 , CP11
Single Outcome Agreement	SO4

Proposal to Introduce Traffic Calming Measures on Viewfield Road and Muirend Avenue

1. Recommendations

- 1.1 It is recommended that the committee:
 - 1.1.1 notes the results of the consultation to introduce traffic calming measures in Viewfield Road and Muirend Avenue; and
 - 1.1.2 sets aside the objections to this proposal and approves the installation of road humps in Viewfield Road and Muirend Avenue.

2. Background

- 2.1 Concerns were raised by local residents regarding traffic volumes and driver behaviour in Viewfield Road and Muirend Avenue. These concerns were supported by the local Community Council and local Elected Members.
- 2.2 A survey was undertaken to collect the views of all the local residents regarding the abovementioned issues and the proposal set out in this report. This indicated broad support for the proposal to introduce speed humps onto Viewfield Road and Muirend Avenue.

3. Main report

- 3.1 Concerns were raised by local residents regarding traffic volumes and driver behaviour in Viewfield Road and Muirend Avenue.
- 3.2 The source of the issue was identified as drivers wishing to bypass the traffic lights at Wester Hailes Road junction with Lanark Road. These drivers were using Viewfield Road and Muirend Avenue to avoid waiting to make a right turn at the traffic lights. It was felt that the volume and speed of traffic was not suitable for residential streets and drivers should be dissuaded from taking this route.
- 3.3 A traffic survey was carried out between 4 September 2014 and 6 October 2014. This showed that the level of vehicle use was higher than expected during peak hours on this residential street.

- 3.4 Several avenues to achieve a desired outcome of a reduction in vehicle speed and volume were suggested and explored with the complainants. These were not found to be practical, feasible or likely to be tolerated by local residents. These included:
- 3.4.1 Banning entrance from Wester Hailes Road to all traffic except residents;
 - 3.4.2 Banning the right turn from Wester Hailes Road during particular hours;
 - 3.4.3 Installing road infrastructure to limit access to the public carriageway ('flowplates');
 - 3.4.4 Closing one end of the through route; and
 - 3.4.5 Installing a right turn filter to the lights at the Gillespie crossroads.
- 3.5 With the exception of retaining the status quo, the only remaining viable option was to install traffic calming in the form of speed humps to dissuade through traffic from using the route solely to avoid the nearby traffic lights. It was felt that this may also help to reduce vehicle speed, enhancing the area and improving safety.
- 3.6 A traffic calming scheme was designed to introduce 75mm full width speed humps at suitable points along the length on Viewfield Road and Muirend Avenue (Appendix 1).
- 3.7 On 6 May 2015 letters were sent to 43 properties by 1st Class 'signed for' mail (all 25 properties on Viewfield Road, all 16 properties on Muirend Avenue, and 2 nearby properties on Wester Hailes Road) (Appendix 2). The letters outlined the proposals for the installation of speed humps and included the design documents (Appendix 1), response form (Appendix 3) and FAQ sheet (Appendix 4). Responses were accepted by post, in person and by e-mail. Details of the proposal were also displayed at the local neighbourhood office.
- 3.8 A deadline for responses opposed to or in favour of the proposals was given as close of play on Friday 5 June 2015. Consultees were advised that non-responses would be counted neither for nor against the proposals. No responses were received after the deadline given and only one letter was returned as undelivered and not claimed at the local sorting office.
- 3.9 The results of the consultation are summarised as follows:
- 3.9.1 Twenty responses were received (47% of total);
 - 3.9.2 Sixteen responses were received from properties on Viewfield Road - fourteen in favour and two against the installation of speed humps (88% in favour);
 - 3.9.3 Three responses were received from properties on Muirend Avenue – two in favour and one against the installation of speed humps (66% in favour);
 - 3.9.4 One response was received from a property on Wester Hailes Road in favour of the proposals (100% in favour);

3.9.5 In total seventeen responses were received in favour of the proposals with three against. As a percentage of the responses received this represents 85% in favour with 15% against. As a percentage of the total properties in the street 40% were in favour with 7% against with 53% non-returns;

3.9.6 Two comments were included in responses against the proposals. These were: 1) a concern that problems would be experienced exiting driveways due to displaced parked cars and vehicles slowing for the speed humps. They felt the focus should be on prosecuting speeding drivers by Police Scotland; 2) a perception that speed humps adversely affect vehicle suspension.

The FAQ sheet clearly advises that parking is permitted on speed humps and so displacement is not expected, while a reduction in speed and a reduced risk to vehicles manoeuvring in the street are the objectives of the proposed measures. The design of the speed humps is to a standard specification approved for use on the carriageway and tested to ensure damage does not occur if negotiated at an appropriate speed.

3.9.7 Six comments made in favour of the proposals were: 1) that traffic calming was considered necessary for the Council to maintain public safety, previously a resident's pet was killed by vehicle travelling at speed, 2) that a request was received for 20mph to also be implemented with signage present, 3) that a resident felt the results of speed survey were skewed towards lower speeds by building works that were present and the presence of large vehicles which acted as traffic calming, 4) that a request was received to install more severe speed bumps than the design specification provided, 5) Two responses simply stating that they strongly supported the proposals.

3.9.8 All the local residents involved in the consultation were written to informing them of the outcome of the consultation and proposals to introduce traffic calming (Appendix 5). Following this communication, the only subsequent contact has been from those wishing to see the early implementation of the scheme.

3.10 Ward Councillors and the Community Council were consulted and were fully supportive of the introduction of the proposed traffic calming measures.

4. Measures of success

- 4.1 Increased safety on Muirend Avenue and Viewfield Road due to reduced speed and volume of traffic.
- 4.2 Reduction in complaints from local residents.
- 4.3 An improved sense of empowerment and engagement for the local community through participation in finding a solution to a local issue.

5. Financial impact

- 5.1 Financial implications include the cost of installing the speed humps, line marking and any required signage at the proposed locations.
- 5.2 The cost can be met from within the existing South West Locality revenue budget for 2016/17.
- 5.3 It is anticipated that this will be in the region of £2,500.00.

6. Risk, policy, compliance and governance impact

- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

7. Equalities impact

- 7.1 Consideration has been given to the three Public Sector Equality Duty (PSED) general duties, there is no direct positive or negative impact on these duties arising from this report.
- 7.2 The proposals aim to enhance safety for road users and pedestrians and as such the contents of report enhance the right to physical security by improving the right to a safe environment.

8. Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below:
 - 8.1.1 The proposals in this report are not expected to impact negatively on the reduction of carbon emissions;
 - 8.1.2 The proposals in this report are not expected to impact negatively on the city's resilience to climate change impacts; and
 - 8.1.3 The proposals in this report are not expected to impact negatively on social justice, economic wellbeing or the city's environmental good stewardship.

9. Consultation and engagement

- 9.1 Requests were made by local residents via the local Community Council and Elected Member.

- 9.2 A consultation was carried out with residents directly affected by the installation of traffic calming measures in the streets adjacent to their properties.
- 9.3 Proposals were given the support of the Community Council and ward Councillors when they were presented to them.
- 9.4 Letters detailing the results and outcome of the consultation were sent to all residents involved.

10. Background reading/external references

- 10.1 None.

Paul Lawrence

Executive Director of Place

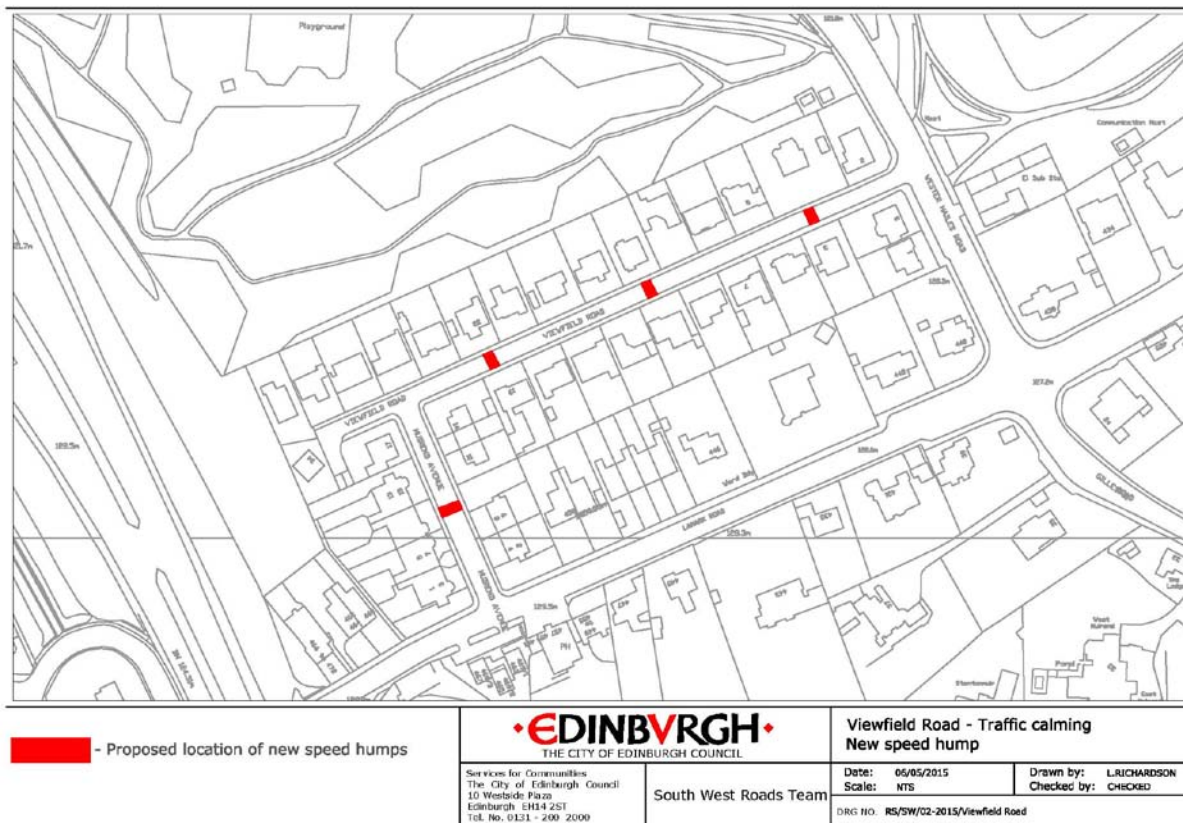
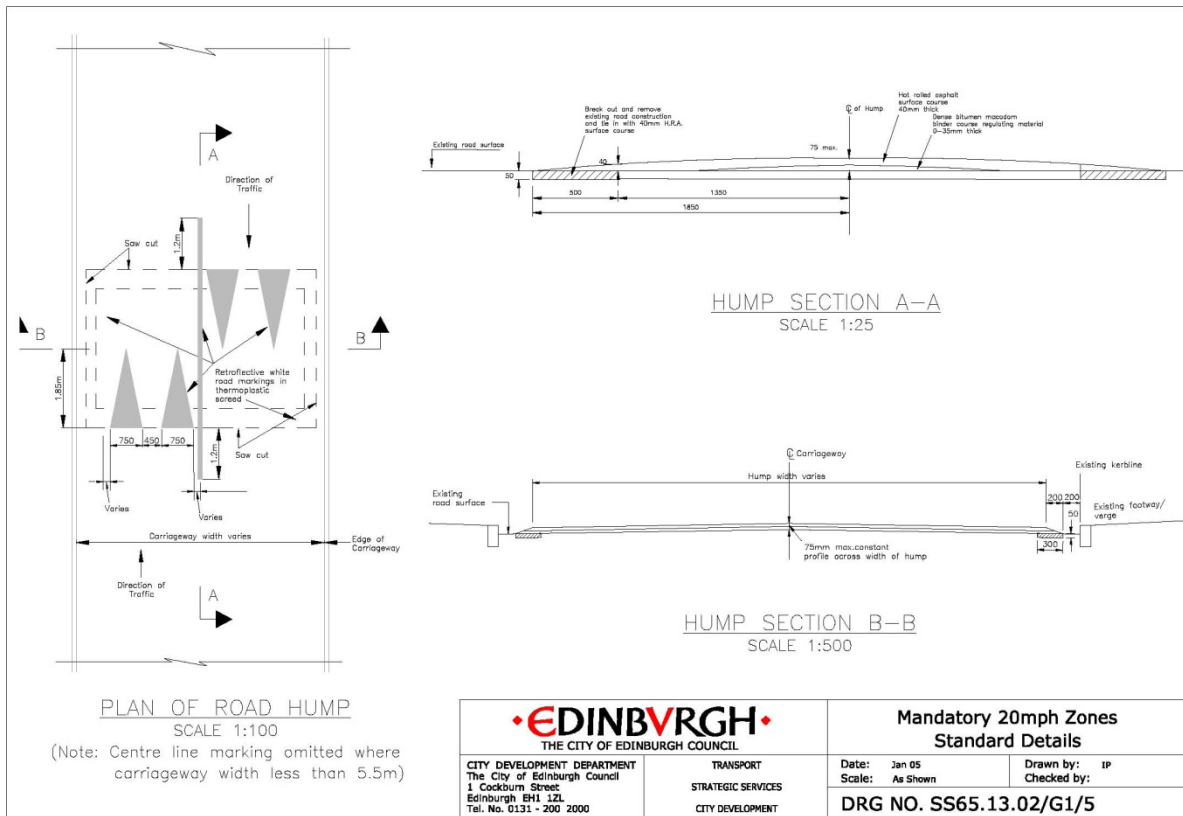
Contact: Dr Andy Edwards, Transport and Environment Manager

E-mail: andy.edwards@edinburgh.gov.uk | Tel: 0131 527 3852

11. Links

Coalition Pledges	P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.
Council Priorities	CP4 - Safe and empowered communities. CP11 - An accessible connected city.
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 - Design documents for traffic calming proposals including a plan of proposed locations for speed humps. Appendix 2 - Sample of letter sent to residents for consultation. Appendix 3 - Sample of response form included in consultation. Appendix 4 - Frequently Asked Questions sheet included in consultation. Appendix 5 - Sample letter of results of consultation sent to residents detailing proposed action.

Appendix 1 - Design documents for traffic calming proposals including a plan of proposed locations for speed humps.



Appendix 2 - Sample of letter sent to residents for consultation.

Owner/ Occupier
Viewfield Road
Edinburgh

Date 06 May 2015

Your Ref n/a

Our ref RS/SW/30102140/2V

Corr No.

Dear Sir/ Madam

TRAFFIC CALMING PROPOSALS – VIEWFIELD ROAD & MUIREND AVENUE

I write to you on behalf of the Roads Manager for the South West Neighbourhood, Dr Andy Edwards, regarding proposals to install traffic calming measures in Viewfield Road and Muirend Avenue.

Over recent years there have been concerns raised over the increase in traffic using the streets mentioned and the speed which these vehicles travel.

Traffic surveys were carried out which showed data confirming the volume of traffic during peak hours was considerable. As it is believed that the majority of these vehicles are attempting to bypass the traffic lights at Gillespie Crossroads a number of solutions have been looked at to attempt to resolve the situation. However, finding a workable solution which would be palatable to local residents was hard to find and the following options were considered but were rejected as explained:

1. “No entry except for residents” sign – The enforcement of this would be extremely hard to control, there would also be issues for visitors and deliveries to residents. These roads are adopted and anybody who has a legal vehicle is allowed to travel on them.
2. “No right turn between the hours ofand” sign – There would be the same issues as above, as Police Scotland will not have a resource to enforce a Traffic Regulation Order (TRO) due to other priorities.
3. Introduction of right filter light at Gillespie Crossroads – The Council’s Traffic Signals section has stated that adding a right filter lane at Gillespie Crossroads is not an option due to the fact that the signals phasing is already working at its optimum sequence and any additional phases would not work.
4. Closing one end of the road – Emergency Services are resistant to closing roads for access reasons both directly to properties and so they can bypass signalised junctions or queues in emergency situations. The City of Edinburgh Council would also be reluctant to close a public

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10 Westside Plaza, Edinburgh EH14 2ST

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- road. This would also require the approval from the Secretary of State for Scotland for a Stopping Up Order to be promoted.
5. Installation of flow-plates on Viewfield Road – the Council does not install/allow road flow plates on a public road as they can be hazardous to both vehicles and pedestrians using or crossing the carriageway.

The remaining available option is traffic calming measures in the form of 4 humps across the full width of the carriageway, three in Viewfield Road and one in Muirend Avenue. Please see the enclosed plan for details of the proposed locations. They have been set out at these locations in accordance with Road Safety guidance, taking into consideration existing driveways and public utility apparatus.

At this stage we are attempting to collect the views of the local residents to achieve a broad consensus so that these plans can be progressed or rejected. I would therefore be grateful if you could complete the attached form (one per household), and indicating your support for, or opposition to, the current plans. This information will not be shared externally to the Council and will only be used to collate a total of those in favour and those against the proposal.

You can return these forms either by mail or in person to:

South West Roads Team, 10 Westside Plaza, Edinburgh, EH14 2ST.

Alternatively they can be scanned and returned by email to: roads.southwestvip@edinburgh.gov.uk

To enable us to plan efficiently I would ask that these are returned within prior to 05 June 2015. Any forms not returned by this time will be taken as a null response, and due to the relatively small size of the consultation it is important that as many actual responses are received as possible.

Also attached is a list of frequently asked questions along with a design drawing of the speed hump, if however, you have additional queries please do not hesitate to contact this office.

Yours sincerely

Andy Smith
Environmental Services Development Officer

Dr Andy Edwards, Area Roads Manager – South West Neighbourhood Office

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Tel 0131 527 3852 Fax 0131 527 3888 roads.southwestvip@edinburgh.gov.uk



Viewfield Road / Muirend Avenue - Traffic Calming

We are hoping that the introduction of traffic calming in Viewfield Road and Muirend Avenue will reduce traffic speeds, reduce through traffic, (i.e. rat-running), promote walking and cycling and have an overall positive impact.

Do you broadly support the introduction of traffic calming in Viewfield Road and Muirend Avenue? (Please mark **one** box)

Yes

No

If you have any further comments please enter them here:

RS/SW/30102140/2V

Frequently Asked Questions

Will car parking be lost outside my house?

It is perfectly legal to park at the kerbside on top of road humps.

Why put a hump directly outside my house?

The traffic calming has been designed to comply with 20mph zone regulations which say that there must be a feature within 50m of the entry to a 20mph zone and another must follow within 100m. It may be possible to relocate a traffic calming feature a very small distance away from those shown on the drawing, but it will not be possible to leave one out altogether. They are also spaced to ensure speed reduction is achieved while minimising noise and vibration. Driveways and street furniture are taken into account when planning features

The constant slowing down and speeding up of vehicles will increase pollution from car exhausts!

'Stop-start' driving tends to occur where the humps or cushions are relatively widely spaced and rise to a height of 100mm over a short distance. The traffic calming has features at the optimum recommended spacing of approximately 70m apart. The humps will also have a more gradual rise to 75mm. This will not only keep vehicle speeds low, but should also encourage a smooth vehicle speed along the street. This will be beneficial to collision reduction and prevention as well as reducing noise and vehicle exhaust emissions.

Will the noise from vehicles driving over the road humps be heard from inside my property?

Studies carried out on behalf of the UK Government confirm that there is no noise increase where cars make up the main traffic flow and the humps are constructed to the recommended specifications. In fact as general speeds are lower and through traffic is discouraged from using a route, overall noise level is usually reduced.

Will my car be damaged by driving over road humps?

Independent research on all types of traffic-calming measures has failed to find any concrete evidence of damage to vehicles when road humps are approached at the correct speed.

What height will the road humps be?

Road humps will be 75mm high. This height has been chosen to reduce the chances of vehicles grounding, minimise noise and pollution while still effectively achieving a speed reduction consistent with a 20mph speed limit.

Appendix 5 - Sample letter of results of consultation sent to residents detailing proposed action

Owner/ Occupier
Viewfield Road
Edinburgh

Date 03 August 2015

Your Ref n/a

Our ref RS/SW/30102140

Corr No. 2

Dear Sir/ Madam

TRAFFIC CALMING PROPOSALS – VIEWFIELD ROAD & MUIREND AVENUE

I write to you on behalf of the Roads Manager for the South West Neighbourhood, Dr Andy Edwards, regarding proposals to install traffic calming measures in Viewfield Road and Muirend Avenue.

Over recent years there have been concerns raised about the increase in traffic using the streets mentioned and the speed which these vehicles travel.

Traffic surveys were carried out which showed data confirming the volume of traffic during peak hours was considerable. As it is believed that the majority of these vehicles are attempting to bypass the traffic lights at Gillespie Crossroads a number of solutions have been looked at to attempt to resolve the situation.

As you have previously been informed the only feasible option is traffic calming measures in the form of 4 humps across the full width of the carriageway. Three of these being in Viewfield Road and one in Muirend Avenue, at the locations previously identified which were selected in accordance with Road Safety guidance, taking into consideration existing driveways and public utility apparatus.

On 6 May 2015 letters outlining the proposed traffic calming measures were sent to 43 properties (including yours) by 1st Class 'signed for' mail, requesting feedback on the proposals.

A deadline for responses opposed to or in favour of the proposals was given as close of play on Friday 5 June 2015. An explanation was given that non responses would be counted neither for nor against the proposals. No responses were received after the deadline.

Dr Andy Edwards, Area Roads Manager – South West Neighbourhood Office

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20 responses were received (47% of total). One letter was returned as undelivered and not claimed at the local sorting office. Of the responses received 85% were in favour with 15% against. As a percentage of the total properties in the street 40% were in favour with 7% against.

Therefore, moving forward we will be presenting a report to the Transport and Environment Committee in due course. This will include all the information regarding the consultation with the residents and will contain a summary of any comments which were received (both for and against). The report will contain the recommendation that the proposed traffic calming measures are approved and work undertaken to install them on site.

If you wish to discuss this matter further then please contact the South West Roads Team on 0131 527 3878, or at roads.southwestvip@edinburgh.gov.uk.

Yours faithfully,

Andy Smith
Environmental Services Development Officer

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